

AMENDMENTS TO THE CLAIMS:

Please amend the claims as follows:

1. (Original) An outboard motor comprising a swivel case axially and steerably supporting a propulsion unit, a pair of left and right stern brackets disposed on left and right sides of the swivel case and supporting the swivel case in a vertically tiltable manner via a tilt shaft, and an upper pivot shaft and a lower pivot shaft that are parallel to the tilt shaft and are provided in the swivel case and the left and right stern brackets respectively, upper and lower end portions of an extendable part of a tilt system being mounted on the upper and lower pivot shafts,

wherein the upper pivot shaft is provided with first and second mounting parts that are offset in mutually opposite left and right directions from a central position between the pair of stern brackets, the offset of the second mounting part is set smaller than the offset of the first mounting part, and the upper end portion of the extendable part of the tilt system is mounted selectively on one of the first and second mounting parts according to the type of tilt system.

2. (Original) The outboard motor according to Claim 1 wherein the tilt system is of a power type in which a hydraulic pump and an electric motor are connected to one side of a hydraulically operated cylinder, an upper end part of the hydraulically operated cylinder is mounted on the first mounting part, and the hydraulic pump and the electric motor are disposed on the second mounting part side.

3. (Original) The outboard motor according to Claim 1 wherein the tilt system is of a gas-assist type in which a cylindrical accumulator tank is connected to one side of an assist cylinder, an upper end part of the assist cylinder is mounted on the second mounting part, and the accumulator tank is disposed on the first mounting part side.

4. (Original) The outboard motor according to any one of Claims 1 to 3 wherein the pair of left and right stern brackets are provided with a plurality of sets of pairs of left and right adjustment holes arranged in the vertical direction, a stopper pin that determines the tilted down position of the propulsion unit by receiving a stopper surface formed on a front surface of the swivel case is inserted through and supported selectively in one pair of the plurality of sets of adjustment holes so as to adjust the tilted down position of the propulsion unit in a plurality of steps, the swivel case has a second stopper surface formed below the stopper surface, the stern brackets have formed thereon a stopper wall that defines the lowest tilted down position of the propulsion unit by receiving the second stopper surface when the stopper pin is detached from the adjustment holes, and these stern brackets are provided with retention holes that retain the stopper pin detached from the adjustment hole.

5. (Original) The outboard motor according to Claim 4 wherein, when the second stopper surface is received by the stopper wall, the swivel case is held between the two stern brackets.

6. (Currently Amended) The outboard motor according to ~~either Claim 4 or 5~~ Claim 4 wherein, when the stopper pin is inserted into the adjustment holes or the retention holes, a retaining key is axially supported on one end part of the stopper pin so that the retaining key can pivot between a dropped down position in which the retaining key is coaxial with the stopper pin and can pass through the adjustment holes or the retention holes together with the stopper pin, and a raised position in which the retaining key abuts against an outer side surface of one of the stern brackets, and a spring is fitted to the other end part of the stopper pin, the spring being compressed against an outer side surface of the other stern bracket and biasing the stopper pin in a direction opposite to the retaining pin.